

May 21, 2014

Lourdes Gomez
Deputy Director
Miami-Dade RER
111 NW 1st Street, 11th Floor
Miami, Florida 33128

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MAY 21 2014

ZONING HEARINGS SECTION
MIAMI-DADE PLANNING AND ZONING DEPT.

BY

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RE: All Aboard Florida Miami Passenger Rail Station RTZ DIC

Dear Mrs. Gomez:

This letter shall serve as our official request for the review of the general site development plan for the rail station on the +/- 9-acres of vacant land located between NW 1st Avenue and the Metrorail ROW from NW 1st Street to NW 8th Street. All Aboard Florida (AAF), a wholly-owned subsidiary of Florida East Coast Industries, LLC. (FECI), one of Florida's oldest and largest transportation, infrastructure and commercial real estate companies, is restoring passenger rail service within its existing right-of-way along Florida's east coast (FEC Corridor). The proposed new passenger rail service will be a 235-mile privately owned and operated intercity service that will connect key cities in Southeast Florida – Miami, Fort Lauderdale, and West Palm Beach to Orlando in Central Florida.

Each year, travelers make hundreds of millions of trips between and within the communities of Southeast Florida and Central Florida making the region one of the most actively traveled areas in the United States. The proposed Project will operate on an existing transportation corridor running directly through several of the most densely populated communities in the State of Florida with stations located proximate to major destinations and connected to local transit hubs (such as bus and commuter rail). With a total travel time of approximately three hours (versus a trip that often takes four hours or more by car), AAF will offer travelers a safer, faster, more convenient and more reliable mode of travel. Train service is planned to run hourly in each direction and will easily differentiate itself from existing modes of travel, such as car, bus and airplane. Among other differences, AAF will offer a flexible, "hassle-free" passenger experience including dedicated transportation services between stations and major destinations, as well as comfortable, reserved seating and on-train conveniences (such as free Wi-Fi and convenient, high-quality food and beverage).

The introduction of a new intercity passenger rail system in the State of Florida has been carefully studied in the past by a number of public and private agencies and has long been recognized as a viable and needed service given the scale and demographics of the region, the level of travel activity and the existing and growing congestion on Florida's highways. Southeast Florida is the fourth most populous urbanized region in the U.S. and is the travel gateway to Latin America. Additionally, the region is home to the two largest cruise ports in the world in Miami and Fort Lauderdale (which are two markets that the Project will serve with station stops). Over the next 15 years, highway travel is expected to exceed roadway capacity. However, no intercity passenger rail alternative comparable to the proposed AAF service currently exists. AAF's proposal to develop a privately owned and operated transportation alternative, without the need for governmental operating subsidies, will have a transformational effect on the State of Florida, and provide a new model for rail development throughout the nation.

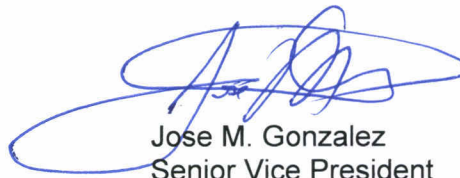
AAF is uniquely suited to provide this transportation opportunity to the State of Florida given that AAF controls the existing transportation corridor that will be contributed as the foundation for the Project. The company and its corridor are steeped in a rich history dating back more than a century, when Henry Flagler pioneered the development of Florida's eastern coast and brought the first passenger and freight rail services to South Florida. By 1896, the rail system operated from Jacksonville to Miami and inspired the development of the State's east coast as a vital chain of coastal downtowns.

AAF proposes to reinstate passenger rail service utilizing the same right-of-way corridor that originally brought intercity rail service to the State. AAF's planned contribution and investment for the Project will have an immediate positive impact on local, state and national levels, creating a substantial number of jobs, spurring further economic development and conveying numerous environmental and other social benefits to the area (including a deceleration of the expected growth in regional congestion, a reduction in emissions and an increase in safety, among other benefits).

The Miami station will consist of an elevated platform that will allow for pedestrian and vehicular circulation to be preserved. Along with the platform the station will include 70,600 square feet of rail operational area, 177,400 square feet of station retail, up to 1,111 residential apartment units, 327 room hotel and 1,107,000 square feet of office uses. We have prepared a traffic study that will show that the project will not have a negative impact on the current infrastructure surrounding the station. Additionally, we are working with MDTA to include the transition from the Metrorail and Metromover systems to our station. This will create a new and exciting intermodal hub for Miami's urban core.

If you have any questions please feel free to contact me at (305) 520-2372.

Sincerely,



Jose M. Gonzalez
Senior Vice President
Corporate Development
Florida East Coast Industries, LLC.

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